

The China Mail.

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HONGKONG, WEDNESDAY, SEPTEMBER 19, 1888.

日四十月八年子戊

Price, \$2 per Month.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill, London & Gorton, Ludgate Circus, E.C. BATES HARDY & CO., 37, Watford, E.C. SAMUEL DEACON & CO., 10 & 12, 154, Leadenhall Street, W. M. WILKS, 181, Cannon Street, E.C. PARIS AND EUROPE.—AMDEBI PRINCE & Co., 30, Rue Lafayette, Paris. NEW YORK:—ANDREW WIND, 21, Park Road. SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORTON, Melbourne and Sydney. OCEAN.—W. M. SMITH & Co., THE ASSOCIATED CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HENRIKSEN & Co., Manila. CHINA.—MACAO, F. A. DE CRUZ, Suco, Quion & Co., Anoy, N. MOALLES, Fochow, Hsiao & Co., Shanghai, LANE, CRAWFORD & Co., Kaitang, and W. LAM, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank should be sent to the Hongkong Savings Bank Business forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager. Hongkong, September 1, 1888. 754

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$7,500,000
Reserve Fund, \$4,000,000
Reserve Liability of Pro-
fitors, \$7,500,000

COURT OF DIRECTORS.
Chairman.—Hon. JOHN BELL-INGHAM.
Deputy Chairman.—W. H. FORBES, Esq.
O. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
J. F. HOLLAND, Esq.
Hon. B. LAYTON.
J. S. MOSES, Esq.
L. FORBES, Esq.
N. A. SIEBS, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI.—ERVEN CAMERON, Esq.
LONDON.—BARKER, London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balances.

ON Fixed Deposits—
For 3 months, 2½ per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Hongkong, September 4, 1888. 363

Auctions.

KOWLOON.

FOUR VALUABLE BUILDING LOTS will be offered FOR SALE by PUBLIC AUCTION, on

SATURDAY,

the 22nd September, 1888, at 4.30 p.m.,

J. M. ARMSTRONG, Auctioneer.

These LOTS adjoin the Observatory and have frontages to KIMBERLEY ROAD and AUSTIN ROAD.

Situated within 10 minutes walk of the Ferry and on high and healthy ground, this Estate offers most desirable sites for VILLA RESIDENCES.

For Plans and further Particulars, apply to HENRY J. HOLMES, Solicitor; W. St. J. H. HANCOCK, C.E., F.R.E.B.A., or to the AUCTIONEER.

Hongkong, September 14, 1888. 1534

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' GODOWN in IOE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON: SONS & Co. Hongkong, July 12, 1888. 694

Auctions.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on

TUESDAY, the 25th day of September, 1888, at 3.30 p.m., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 15th September, 1888. 1539

Particulars and Conditions of the Letting by Public Auction Sale, to be held on

TUESDAY, the 25th day of September, 1888, at 3.30 p.m., by Order of His Excellency the Governor, of one Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Rds.	Area in Sq. Yds.
1	Rural Lot No. 63	Mount Parker Gap	620 320 300 300	126 000	840 1600



GOVERNMENT NOTIFICATION.

No. 410.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on

WEDNESDAY, the 26th day of September, 1888, at 3 p.m., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

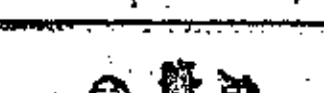
Colonial Secretary's Office, Hongkong, 15th September, 1888. 1554

Particulars and Conditions of the Letting by Public Auction Sale, to be held on

WEDNESDAY, the 26th day of September, 1888, at 3 p.m., by Order of His Excellency the Governor, of Forty-three Lots of Crown Land, at Mongkok, Kaulang, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Rds.	Area in Sq. Yds.
1	104	Tsien	100 000 000 000	50 10 000	140 1500	1500
2	445	Do.	200 000 000 000	50 10 000	140 1500	1500
3	446	Do.	200 000 000 000	50 10 000	140 1500	1500
4	447	Do.	200 000 000 000	50 10 000	140 1500	1500
5	448	Do.	200 000 000 000	50 10 000	140 1500	1500
6	449	Do.	200 000 000 000	50 10 000	140 1500	1500
7	450	Do.	200 000 000 000	50 10 000	140 1500	1500
8	451	Do.	200 000 000 000	50 10 000	140 1500	1500
9	452	Do.	200 000 000 000	50 10 000	140 1500	1500
10	453	Do.	200 000 000 000	50 10 000	140 1500	1500
11	454	Do.	200 000 000 000	50 10 000	140 1500	1500
12	455	Do.	200 000 000 000	50 10 000	140 1500	1500
13	456	Do.	200 000 000 000	50 10 000	140 1500	1500
14	457	Do.	200 000 000 000	50 10 000	140 1500	1500
15	458	Do.	200 000 000 000	50 10 000	140 1500	1500
16	459	Do.	200 000 000 000	50 10 000	140 1500	1500
17	460	Do.	200 000 000 000	50 10 000	140 1500	1500
18	461	Do.	200 000 000 000	50 10 000	140 1500	1500
19	462	Do.	200 000 000 000	50 10 000	140 1500	1500
20	463	Do.	200 000 000 000	50 10 000	140 1500	1500
21	464	Do.	200 000 000 000	50 10 000	140 1500	1500
22	465	Do.	200 000 000 000	50 10 000	140 1500	1500
23	466	Do.	200 000 000 000	50 10 000	140 1500	1500
24	467	Do.	200 000 000 000	50 10 000	140 1500	1500
25	468	Do.	200 000 000 000	50 10 000	140 1500	1500
26	469	Do.	200 000 000 000	50 10 000	140 1500	1500
27	470	Do.	200 000 000 000	50 10 000	140 1500	1500
28	471	Do.	200 000 000 000	50 10 000	140 1500	1500
29	472	Do.	200 000 000 000	50 10 000	140 1500	1500
30	473	Do.	200 000 000 000	50 10 000	140 1500	1500
31	474	Do.	200 000 000 000	50 10 000	140 1500	1500
32	475	Do.	200 000 000 000	50 10 000	140 1500	1500
33	476	Do.	200 000 000 000	50 10 000	140 1500	1500
34	477	Do.	200 000 000 000	50 10 000	140 1500	1500
35	478	Do.	200 000 000 000	50 10 000	140 1500	1500
36	479	Do.	200 000 000 000	50 10 000	140 1500	1500
37	480	Do.	200 000 000 000	50 10 000	140 1500	1500
38	481	Do.	200 000 000 000	50 10 000	140 1500	1500
39	482	Do.	200 000 000 000	50 10 000	140 1500	1500
40	483	Do.	200 000 000 000	50 10 000	140 1500	1500
41	484	Do.	200 000 000 000	50 10 000	140 1500	1500
42	485	Do.	200 000 000 000	50 10 000	140 1500	1500
43	486	Do.	200 000 000 000	50 10 000	140 1500	1500
44	487	Do.	200 000 000 000	50 10 000	140 1500	1500
45	488	Do.	200 000 000 000	50 10 000	140 1500	1500
46	489	Do.	200 000 000 000	50 10 000	140 1500	1500
47	490	Do.	200 000 000 000	50 10 000	140 1500	1500
48	491	Do.	200 000 000 000	50 10 000	140 1500	1500
49	492	Do.	200 000 000 000	50 10 000	140 1500	1500
50	493	Do.	200 000 000 000	50 10 000	140 1500	1500
51	494	Do.	200 000 000 000	50 10 000	140 1500	1500
52	495	Do.	200 000 000 000	50 10 000	140 1500	1500



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on

THURSDAY, the 27th day of September, 1888, at 3 p.m., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 15th September, 1888. 1549

Particulars and Conditions of the Letting by Public Auction Sale, to be held on

THURSDAY, the 27th day of September, 1888, at 3 p.m., by Order of His Excellency the Governor, of Two Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Rds.	Area in Sq. Yds.
1	104	Tsien	100 000 000 000	50 10 000	140 1500	1500
2	445	Do.	200 000 000 000	50 10 000	140 1500	1500

Business Notices.

LANE CRAWFORD & CO.

HAVE RECEIVED NEW STOCKS OF

CRICKETING GOODS.—BATS, BALLS, STUMPS,

LEG-GUARDS, &c.

CAPS, FLANNEL SHIRTS, SHOES, and

SCORING BOOKS.

TENNIS GOODS.—BATS and BALLS from various makers.

NETS, POLES, COURT MARKERS, &c.

TENNIS SHOES.

BATS RE-STRUNG.

LAWN MOWERS.

BILLIARD TABLES.—CUES, BALLS, RESTS, &c.

LANE CRAWFORD & Co.

Hongkong, September 6, 1888. 1490

GREAT CHEAP SALE!

ROSE & Co.'s Stock,

NOW PROCEEDING

UNTIL FURTHER NOTICE.

No Price Lists will be issued or Patterns cut during the Sale.

The Hall & Holtz Co-operative Company, Limited.

Hongkong, September 19, 1888. 1550

NEW GOODS.

ALL SILK HATS.

BLACK, BROWN, DUN and GRAY HAT FELT HATS.

TRIMMED and other SOFT FELTS.

TRIMMED HATS and CAPS in new shapes.

STRAW and FINE HATS.

Large assortment, from \$5, over 100 to choose from.

WALKING STICKS, a very large assortment.

WATERPROOF COATS, LEGGINGS and CHAIR APREONS.

TRAVELLING BAGS and SCOTCH MANES.

OVER COATINGS, light and heavy.

OVER COATINGS, Ulster Tweeds.

Fine Black & DIAGONAL and BROWN for Dress Suits.

Black, Blue and BROWN PANTS and Check DIAGONAL COATINGS.

Fancy and Check TWEED SUITINGS.

TRUSSINGS, in a great variety of Styles, Checks, &c.

CRICKETING FLANNELS, in Checks, Stripes & Plain.

French Printed SHIRTINGS.

Unshrinkable FLANNEL SUITINGS.

Winter, Medium and Summer UNDER VESTS and PANTS.

READY-MADE ULSTERS in STOCK.

ROBT. LANG & Co.

Hongkong, February 21, 1888. 285

J. MARINBURK,

COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT

REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTEL is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & Co.

ARE LANDING, EX S.S. GLENLYON,

AN ENTIRELY NEW STOCK OF PERFUMERY:

ROGER & GALLEY'S Eau de Cologne, BRILLIANTINE ANTHEA, VINAIGRE DE TOILETTE, Eau de QUININE.

VIOLETS KADURA.

ATKINSON'S WHITE ROSE, FROST-BE-GOT, STEPHANOTIS, FRUITS DE CHAMPS, WINTER BLOSSOMS, SUMMER FLOWERS, NEW MOON HAY, &c. &c.

OLEAVERS' BAR AND CARE SOAPS, ROSEMARY & CANTHARIDES HAIR WASH, PEAR'S SOAP.

W. POWELL & Co.

Victoria Exchange, September 8, 1888. 1603

DENTISTRY.

FIRST CLASS WORKMANSHIP.

THE GREAT DISASTER IN THE ATLANTIC.

The following are a few particulars taken from American papers with regard to the great disaster which occurred in the Atlantic by the collision of the steamers *Geiser* and *Thingalla*.

New York, August 16.—Captain Miller of the ill-fated steamship *Geiser* says:—It was about 3.30 o'clock when the first officer called me loudly. He was excited, and shouted, "We are going to be run down." I jumped from the sofa and ran out on the bridge in my nightgown. I saw immediately lights of a big steamer on the starboard side. I could also distinguish her hull. The engines of our ship were going at full speed, and the helmsman had been thrown a starboard, I think.

I had not more than time to notice this much when, with a tremendous crash, the bow of the approaching steamer struck us hard amidships, nearly at right angles to our keel. The blow took us just about the main rigging, cut a quarter way through us and made such a tremendous hole that I saw at once that we were doomed to stay afloat.

I gave the orders at once to have the boats launched, to send up signal rockets and fire a gun. The confusion which followed, however, is beyond me. I cannot describe it. The boats on the starboard side were launched, the starboard side went first. The mainmast of the *Geiser* was thrown down, and the boat filled with water and was swamped. Boat 2, on the port side, was also launched, but she drifted away too far from the ship to be of any assistance. The only other boat launched was the *Geiser*. The powder room was flooded, so that no signals could be used.

The passengers now began to swarm up from below, and were completely panic-stricken. The confusion was awful. Men were struggling to get into the boats, and women and children were shrieking and screaming. I saw that the women and children first, then I saw that for every one to bring up life preservers. There were between 600 and 700 of these on board. The panic was so great, however, that they did not pay much attention to them, but rushed on like a mad tide. I saw that the women and children first, then I saw that for every one to bring up life preservers. There were between 600 and 700 of these on board. The panic was so great, however, that they did not pay much attention to them, but rushed on like a mad tide.

The chief engineer, who was drowned, rushed down to the cabin for life preservers for the passengers, and I never saw him again. I jumped on the rail and saw that the vessel was going down. I said there until I was swept away by the water. I went down with the vessel, being sucked in by the rushing water. It seemed to me that I was more than a minute under the water, whirling head over heels, striking objects, living and dead. At length I felt I was rising. I did not lose consciousness at all and suddenly shot up to the surface. I at once struck out and got hold of an ear, which I clung to, swimming to support myself for about twenty-five minutes. I could see the lights of the *Thingalla*, and was surrounded in the water by struggling human beings and floating boards and barrels.

At last I was hauled up on the keel of a boat just as I was about to give up from exhaustion. The boats of the *Thingalla* were busy among the floating stuff, picking up the drowning. I was seen taken off the boat keel and taken to the ship, where everything that could be done was done for my comfort and for that of the survivors. We had barely a chance to recover ourselves when we were obliged to set to work at once to save the *Thingalla*. She was almost in a sinking condition. Her water was crushed in and steam was making foot rapid, through her forward bulkhead, the only thing between her and the Atlantic ocean. To get at that bulkhead was the only chance of saving our lives. In order to strengthen it and keep it from giving way, the cargo had to be taken up and shifted as rapidly as possible. At this work everybody was engaged, and we could be made use of, passengers and crew. We got down to it, and succeeded in strengthening it so that the leakage could be taken care of by the pumps.

The *Thingalla* cannot at present make more than two knots an hour with the big hole in her side, and if any bad weather should spring up she will have to turn astern to avoid it. When we left she had drifted about five miles from the scene of the accident, which was about thirty-five miles south of Sable Island, or about 150 miles from Halifax. Captain Lamb said he would try to make a run to the vessel into port, although the boats will be kept ready for use at any moment.

Halifax, August 17.—The *Thingalla* was sighted coming up the harbor at 3.30 o'clock this morning. Captain Lamb was asleep at the time of the collision. The *Thingalla* presents a strange spectacle, with nearly the whole of her bow torn away, leaving an immense hole exposed to view.

Captain Lamb says:—The scene as the *Thingalla* backed away from the *Geiser* was a frightful one. I cannot attempt to describe it. Some of her passengers were rushing madly about her deck, while others were crowded in several small boats in the water. I believe that many passengers must have been killed in their panic by the force of the collision and never knew what happened. As the steamer plunged beneath the water, carrying down those on board, she capsize the boats that had got away. The air was rent with agonizing shrieks and prayers. Most of the people probably went down with the *Geiser*. They were followed soon after by the ill-fated souls in the boats who must have been seen under the sea in my ears. Three of our boats were already launched and trying to save as many as they could from the doomed *Geiser*, but it was slow work. Comparatively few managed to keep afloat.

Three boats were all I could get out in the time we had, and I didn't know but what we might want the remaining ones for ourselves. The two vessels were not more than 100 or 150 yards apart when the *Geiser* went down. The screams of the drowning and the wailing of the survivors were then subdued perhaps by a heavy fog. Our three boats were then loaded with the saved and were then picked up. I sent them back to continue the search for survivors, but they returned with only the corpses of a woman and a child, and a man who was killed by the collision. We made them as comfortable as possible while attending to the injury to ourselves. The day was just beginning to break when the collision occurred. It was raining and the second officer told me just before that it was not foggy.

In my opinion nearly all the people on the *Geiser*'s deck and boats sank with the steamer. Everything we could possibly do to save them was done. After the *Geiser* disappeared we began jettisoning the cargo to keep the *Thingalla* afloat. The crew and passengers worked side by side, throwing overboard what was not needed for the hold. What was jettisoned consisted solely of food and provisions. There was not much wind, but a heavy sea. Between 9 and 10 o'clock we reached the forward bulkhead. Then we stopped throwing the cargo overboard and set to work shoring up the compartment.

At 9 o'clock the steamer *Wieland* for

New York have in sight, and we transferred all the rescued passengers as well as our own 400 passengers to her. The *Wieland* proceeded about 3 o'clock in the afternoon, leaving us also steering for New York. We continued the work of shoring up the compartment. But after a while, on account of the wind and sea increasing, we found it impossible to keep on for New York, and decided to head for Halifax. At this time it still looked very much as if we might sink, and some of the crew had refused to work, waiting to be transferred to the *Wieland* before she left us. We went as slow as two knots an hour, and sometimes found that too much. We just had to crawl, that was all.

From Captain Lamb's statement of the disaster it would appear that the fault lay with those on board the *Geiser*, who put her to starboard, instead of to port. The *Geiser*'s officer who was on watch at the time of the collision was among those who perished. Captain Lamb himself does not express an opinion on the cause of the disaster.

New York, August 17.—A corrected list of the lost shows 105, as given by Captain Miller of the *Geiser*. The *Geiser* carried 93 passengers and a crew of 43. Of the passengers 14 were saved and of the crew 17. The agents of the line throughout the country have been notified to send a list of the tickets sold by them for the *Geiser*.

The Danish Consul has concluded that the investigation into the sinking of the *Geiser* will be held by the courts in Copenhagen, and not here, as at first determined. The estimated loss on the *Geiser* is \$500,000 and on the cargo about \$120,000.

FOR SALE.

FOR SALE.

J. L. MUMM & Co.

CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.

Pins.....\$21 " " 2 "

Dubouche & Co. de Gironde & Co.

BORDEAUX CLARETS AND

WHITE WINES.

Baxter's Celebrated 'Barley Bro'

WHISKY, \$7 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1888. 1187

JAPANESE BEER.

FROM THE JAPAN BREWERY CO.,

LD., YOKOHAMA.

In Cases of 4-doz. Quarts, \$9.00.

FOR SALE

LANE, CRAWFORD & Co.,

Agents.

Hongkong, August 31, 1888. 1432

STAG HOTEL.

NOTICE TO HOTEL KEEPERS,

CLUBS, &c.

FOR SALE:

TWO ENGLISH BILLIARD TABLES,

with BALLS, CUES, MARKING-BOARDS,

&c., Complete.

A Very Handsome Set of BAR FIX-

TURES, quite new, Built of Solid Teak-

wood, handsomely-carved and moulded,

inlaid with PLATE GLASS MIRRORS.

Also, several other PLATE GLASS

MIRRORS; One TEAKWOOD BALL

COUNTER, with Four POOL POLES,

Pipes, &c.

Two Handsome STREET LAMPS, with

strong FANCY METAL BRACKETS, suitable

for HOTELS or other PUBLIC BUILD-

INGS.

Also, SUNDRY other ARTICLES,

suitable for HOTEL PURPOSES. Deliv-

ery on or after 1st DECEMBER, 1888.

THE HOTEL is CLOSING, on account

of the PROPERTY having been SOLD.

Apply J. COOK,

Stag Hotel.

Hongkong, September 10, 1888. 1511

Intimations.

MOORE'S GOGO SHAMPOO

WASH.

THIS WASH HAS PROVED ITSELF TO BE THE

BEST PREPARATION EVER PRE-

SENTED TO THE PUBLIC.

THE Bases of this compound is made of

Gogo Root. The natives of the Phi-

lipine Islands never use anything else for

washing their hair; you never see them bald,

and it is quite common to see the females

with hair from 6 to 8 feet long. By using

SHAMPOO WASH as directed, you will

never be bald. The Proprietor offers

confidence that by its restorative properties it

will surely arrest decaying hair, completely

eradicate scurf, dandruff, and cure all dis-

eases of the scalp; it does not contain any

poisonous drugs, but, by its cooling prop-

erties, allays the itching and fever of the scalp.

Mr. MOORE has succeeded in being able

to put this Wash up in bottles without al-

lowing it to ferment, and he will guarantee

it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,

Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

THE HONGKONG HIGH LEVEL

TRAMWAYS COMPANY,

LIMITED.

THE Public are respectfully informed

that the PEAK TRAMWAY was

OPENED FOR PUBLIC TRAFFIC ON WED-

NESDAY, 30th May.

WEEK DAYS.

THE CARS RUN as follows between St.

John's Place and Victoria GAP:—

3 to 10 a.m. every quarter of an hour.

12 to 2 p.m. " " half hour.

4 to 8 " " quarter of an hour.

DOWN CARS between 8 and 10 a.m.

For First-class Passengers only.

SUNDAYS.

1 past 12 to 1 past one every quarter of

an hour, and from 4 to 8 p.m. every quarter

of an hour.

Single Tickets are sold in the Cars; Five-

Cent Coupons and Reduced Tickets at the

Office of

MACVEEN, FRICKEL & Co.,

General Managers.

VICTORIA EXCHANGE,

50 & 52, Queen's Road,

Hongkong, September 15, 1888. 1254

NOW READY.

THE COMMERCIAL LAW AFFECT-

ING CHINESE, with special refer-

ence to PARTNERSHIP REGISTRATION AND

BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail

Office, and at Messrs. LANE, CRAWFORD &

Co.,—Price, 70 cents.

At 9 o'clock the steamer *Wieland* for

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE'S VISIT TO HONG-

KONG WILL TERMINATE ON

THE 21ST SEPTEMBER.

HONGKONG HOTEL

(Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

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